

A. S. WATSON & CO., LTD.
WATSON'S PRICKLY HEAT LOTION
AND POWDER.

Are a specific for Prickly Heat, and all skin eruptions caused by the hot weather.

DIRECTIONS.

Apply with a soft sponge and when nearly dry dust over with "The Dusting Powder." Irritation will entirely cease in a few moments and be succeeded by a most agreeably cool and refreshing sense of comfort and ease.

A light dose of WATSON'S SALINE APIRIENT in the morning is also recommended as a detergent.

A. S. WATSON & CO., Ltd.
THE HONGKONG DISPENSARY.
8th August, 1888.BIRTH.
At Enchow on the 28th July, the wife of CHA LEE KIN, of a daughter.

The Hongkong Telegraph

THURSDAY, AUGUST 9, 1888.

TELEGRAMS.

(Reuter.)

BRITISH NORTH BORNEO.

Sir James Fergusson states that negotiations continue for the extension of a British protectorate over North Borneo, Sarawak and Brunei.

DEATH OF GENERAL SHERIDAN.

[In "Mon of the Times" we find the following brief biography of the famous American soldier whose death, expected for some time past, was wired yesterday.—General Philip Henry Sheridan was born in Somerset, Ohio, March 6, 1831. He graduated at the Military Academy at West Point in 1853, and served on frontier duty in Texas for nearly two years, and in Oregon from 1857 to 1861. On the outbreak of the civil war he was appointed Quartermaster of the Army of South-Western Missouri, and in April, 1862, Chief Quartermaster of the Western Department. In May, 1862, he was appointed Colonel of the 2nd Michigan Volunteer Cavalry, was commissioned Brigadier-General of Volunteers, July 1, 1862, and, after a brief period, was put in command of the 11th Division of the Army of Ohio. He commanded a division in the Army of the Cumberland, and, at the battle of Stone River, Dec. 31, 1862, saved the army from rout by his stubborn resistance. For his gallant conduct he was promoted to be Major-General of Volunteers. In April, 1864, he was called to the Army of the Potomac by General Grant, put in command of the Cavalry Corps, and within the months of May, June, and July, besides protecting the flanks of the army and reconnoitering the enemy's position, was successfully engaged in eighteen distinct actions. On the 4th of August 1864 he was put in command of the Army of the Shenandoah, and soon after of the Middle Military Division, where he gained several successes over General Early, for which he was made a Brig.-General of the United States Army, and in Nov. following was made Major-General. He joined General Grant's Army at City Point, where he started, March 25, 1865, to strike the final blow for the overthrow of General Lee's Army of Northern Virginia. He fought the battle of Dinwiddie Court House, March 31, and that of Five Forks, which necessitated Lee's evacuation of Richmond and Petersburg, April 1, and as the Army of Northern Virginia fled, he constantly attacked and harassed them, and compelled their surrender at Appomattox Court House, April 9, 1865. He was assigned to the Command of the Military Division of the South-west, June 3, and of that of the Gulf, June 17, 1865. Under a new reorganization of the Military Districts and Divisions, he was assigned to the Department of the Gulf Aug. 15, 1866, and in March, 1867, to the 6th Military District (Louisiana and Texas). President Johnson being displeased with his administration, transferred him, Sept. 12, 1867, to the Department of the Missouri, where he continued until March, 1869, when, by the promotion of Sherman, he became Lieutenant-General, and assumed command of Western and South-Western Military Divisions, with his headquarters at Chicago. On the retirement of Gen. Sherman (Feb. 1869) Gen. Sheridan succeeded to the command of the Army, with headquarters at Washington.]

MR. MANDEVILLE'S MURDER.

A jury has returned a verdict that the death of Mr. Mandeville, who was imprisoned at Tullamore Gaol with Mr. O'Brien was caused by unjustifiable treatment in prison.

THE GERMAN EMPEROR.

The Emperor leaves Copenhagen to-day for home.

PARNELL AND THE MODERN JUDAS.

In the House of Commons Mr. Parnell charged Mr. Chamberlain with betraying Cabinet secrets to himself and others when he was a Minister of the Crown.

LOCAL AND GENERAL.

The Chinese corvette Kwang Kap, arrived this forenoon from Canton.

Messrs. Adamson, Bell & Co. inform us that the steamship Waverley left Singapore for this port to-day.

The report and accounts of the Hongkong and Shanghai Banking Corporation, to be presented to the shareholders at the ordinary half-yearly meeting to be held on the 25th inst., are published in another column.

STORMS have lately been raging in the provinces of the Philippine Archipelago, causing considerable damage to agricultural property. At Balanga, on the 30th ult., after heavy rains, there was an overflow of the Tayal river, and the adjoining village and country were inundated to the depth of three feet. Several houses were destroyed, but no loss of life was reported. The whole inlet of Santa Rosa was flooded by the overflowing of the river San Mateo. The steam launch Diana was thrown into a paddy field, but was subsequently floated.

THE opera bouffe company—the *Estudiantina Española* have lately been giving performances to crowded houses in Manila.

A REGULAR meeting of Perserverance Lodge, No. 165, will be held in Freemasons' Hall, Zetland Street, on Thursday, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

LADY CLEMENTINE SMITH, wife of the Governor of the Straits Settlements, who has been at Ceylon for some time in consequence of ill health, returned to Singapore on the 31st ult., perfectly restored. The many friends and acquaintances of Lady Clementine Smith in this colony, and their name is legion, will rejoice at this good news.

We would remind our readers that the American Musical Comedy and Opera Company will appear at the Theatre Royal, City Hall, this evening. Sydney Grundy's successful comedy "Arabian Nights." The comedy will be preceded by a concert, in which the leading members of the Company will take part. This attractive programme should ensure a crowded house.

For the week ended July 7th fifteen foreign vessels, including five Norwegian and Swedish, three German, two Dutch, one Spanish, one Italian, and one Portuguese, were reported as shipwrecks. Only eight British vessels were wrecked. Twenty-seven collision cases were reported, including 20 off the United Kingdom. A Norwegian vessel was lost off England, with all hands, except one man.

The following says the Foochow Echo of the 4th inst. is the Tea export from this port since our last issue:—

For London	136,183 lbs.
For Diomed	136,183 "
For Merionethshire	136,183 "
For Continent	6,100 "
For Diomed	6,100 "
For Merionethshire	6,100 "
For Sydney	249,856 "
For Melbourne	718,104 "
For Adelaide	131,024 "
For Queensland Ports	193,393 "
For Canada	170,876 "
For United States	19,075 "
For Kobe	3,367 "

The following statistics of the value of imports into and exports from the Philippine Islands, published by the Manila Diario, show an encouraging increase in the trade of the neighbouring Archipelago:—

1876	\$11,987,000
1877	19,533,000
1878	17,291,000
1879	18,031,000
1880	25,486,000
1881	20,777,000
1882	21,269,000
1883	21,308,000
1884	21,246,000
1885	19,171,000
1886	20,073,000

MONSIEUR ALBERT SCHUMBERGER, of the Comptoir d'Escompte de Paris, was taught a lesson at the Police Court this morning which we trust he will take to heart. There is no nation in the world for which we have a greater admiration than the French; but Frenchmen are universally admitted to be wretched colonists, and the way sounds more German than French. It appears to be a fair specimen of that overbearing character which has made the name of Frenchman so universally detested in the Far East. Monsieur Schumberger dined at the Peak Hotel last night and was conveyed to that model establishment in an outside chair, borne by four coolies. He arrived there at 7.30, and told his coolies that their services would be required at 10 o'clock. The coolies having plenty of time to spare, came down town to have their dinner, but on returning at 9.30 found their employer walking home, and on reaching the Hotel their chair was missing. It was eventually found in a ravine on the south side of the ridge, in a state of wreckage which cost 80 cents to put right. Monsieur Schumberger said that on coming out of the Hotel and finding the chair coolies absent, he gave the chair a shove out of the road. The Magistrate thereupon requested him to ante up \$2—but in all seriousness, Mr. Schumberger Smith, was that sufficient to meet the requirements of justice? Had a Chinese coolie acted in the manner, you would have sent him to gaol for a month; why make a difference? Is there one law for the rich and another for the poor in Hongkong? It looks remarkably like it. We are sadly afraid that Mr. Schumberger Smith is a great mistake as a dispenser of public justice.

A CORRESPONDENT writes from Swatow to the Shanghai Mercury under date the 2nd ult.:

There is nothing of importance doing here. Everything is lagging along in the smooth-worn old groove. The weather is exceedingly hot, which, however, is nothing more than can be expected at this time of the year. A number of Japanese, all females, have established themselves here, and have started business. Their presence appears to be anything but desirable. I do not know if they have a right to reside here or not, according to the treaties between China and Japan; there is no Japanese Consul here, and they are represented to be the very scum and refuse of their unfortunate class, escaped from the vigilance and authority of the Japanese Consulates in Shanghai and Hongkong. In Swatow they are a regular pest in every sense, owing to the public scandal of their very presence, and of the diseases, in most malignant form, of which they are said to be the loathsome vehicles. A fallen Magdalen is often an object more of pity than of scorn or detestation; but women of the most degraded kind, not driven by dire necessity or sheer despair and starvation to lead a life of sin, but for the love of gain, should be taken care of by the authorities of their own country and be sent back to Dai Nippon; they should not be allowed to the utter disgrace of Japan, to be preyed on by other people instead of their own countrymen, as is the sickening state of things in Swatow, where no other Japanese residents exist, except repulsive, diseased females. This is a delicate topic to touch upon, but if these remarks should instigate the Japanese officials, to whose Consular District Swatow belongs to take action, a step in the right direction towards removing a most glaring nuisance would be made.

We are informed by the agent of the Austro-Hungarian Lloyd's S. N. Co. that the Company's steamer *Maria Teresa* left Singapore yesterday for this port.

A TELEGRAM dated airo the 22nd ult. says:—The dervishes attacked a village a little north of Wady Halfa and killed twenty villagers. Lieut. Colonel Wodehouse, of the Royal Artillery, succeeded in driving the dervishes over the hills with heavy loss.

From the returns compiled by Lloyd's Register of Shipping, it appears that there were 377 vessels under construction, of 668,118 tons gross, in the United Kingdom at the close of the second quarter of this year. In the corresponding quarter of 1887 the number was 281, of 418,645 tons. The number of steel steamers was 245, of 523,416 tons, as compared with 160, of 327,737 tons, last year.

The export of tea from China to London during the present season amounted on July the 28th to—

Shanghai	32 million lbs.
Foochow	16 "
Canton	6 "
Total	54 "

For the same period the figures were—

Shanghai	33 million lbs.
Foochow	14 "
Canton	7 "
Total	54 "

A COOLIE was dragged up to the Police Court this morning before Mr. Sercombe-Smith charged by Sikh constable Bahadur Singh with exposing a number of indecent photographs for sale in Queen's Road West on the 9th inst. The constable said that he saw the accused exhibiting the photographs to a crowd of about thirty people, to whom he was offering them at three cents each. On seeing the police, defendant snatched up his goods and chattels and started running away at a 2 to 1 pace, which, however, only led to his discomfiture. In answer to the "bench," the unfortunate admirer of the nude said that he was walking along the street and found the pictures on the road-way; he saw people picking them up and he did the same. Three months hard labour. What a cruel world this is, to be sure. Has that Sikh policeman, likewise that young "Daniel come to judgment," ever heard of the indecent pictures in *pursu naturae* to be nightly witnessed in Graham Street at a trifle over three cents a show? No! Then they have still something to learn.Says the *Chinese Times*:—The amount of squeezing that goes on in a Chinese prison is appalling, and surprising ingenuity is brought into play by the warders and others to extract money from the unhappy prisoners. The new comer almost invariably forgets to fee the night watchman. The consequence is that such a terrible racket is kept up just outside his window that sleep is impossible, and he spends the over night for his forgetfulness and makes good the oversight. If the coolie who cleans out the cell is not satisfied, he goes about engaged in entomological research, and introduces his horrid prey to the number of two or three hundred into the apartment of his victim, who is then only too glad to call his services into requisition, even at an exorbitant price. Many of the warders and servants are criminals who have escaped capital punishment by the omission of the Emperor to mark their names for death, when the list for the autumn executions is submitted to him. This list, which sets forth the name of the criminal, his crime, etc., is in three parts. The first is the list of new cases; the second, the cases which were not marked the previous year; the third the cases which have escaped marking for two years. It is said that the Emperor marks about eight names in ten, and that a man who escapes the first time is safe from subsequent marking, although he has to go down to the execution ground on the two following years. The list is brought from the palace direct to the place of execution, and until its arrival neither criminals nor officials know who are to die; the unhappy victims only being sure of their fate upon hearing themselves called out to pay the warder for his penalty. The prisoners who escape are imprisoned for life, but they have a very easy existence, and, as they are employed in the prison and share in the squeezes, they often amass considerable wealth.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Hon. J. Russell, Acting Chief Justice.)

THE "ESTRELLA" CASE.

The adjourned hearing of this case was resumed. Mr. Francis called Mr. Holmes, solicitor, who stated that on the 30th March he saw Mr. Rapp, who instructed him to act for him in the purchase of the *Estrella*. Witness saw Mr. Caldwell, the solicitor for the vendors of the steamer, shortly afterwards, and in the course of the conversation that gentleman said there had been some trouble about the ship, and action taken by Mr. McGregor Smith and Mr. J. H. Smith, but that, as solicitor for Mr. Rapp, he had caused these actions to be discontinued, and that there was no valid claim against the ship. Witness's impression was that the claims had been abandoned, and that there was no incumbrance on the vessel. A month later he heard of an action having been served on the ship, and on seeing Mr. Caldwell he was agreed that Mr. Melbye should give a bond to Mr. McGregor Smith. A deed of transfer was then being prepared. Mr. Caldwell agreed to dissolve the writ of attachment before making the assignment to Rapp. On the 27th May he wrote to witness that he had cleared the ship of all incumbrances, and that he would be ready to sign the deed of assignment next day. At a subsequent interview with witness he repeated the assurance. On the faith of that witness advised Mr. Rapp to complete the purchase, and a bill of sale was drafted. The payment of \$10,000 that day was made in consequence of the impression that the ship was free. Witness clearly understood that the claims of not only McGregor Smith but J. H. Smith also had been abandoned. Mr. Caldwell, whenever the matter was touched upon, invariably ignored the claim of J. H. Smith, as being invalid. He told witness that he had authority to give security for any claim on the *Estrella* up to a certain amount. On the 10th June the bill of sale was signed, and the parties being present, witness was then under the impression that the *Estrella* had been released from McGregor Smith's attachment. Neither Mr. Caldwell or Mr. Melbye had informed him that the vessel had not been released, or that a new attachment was threatened. He first heard on the 11th June that she was still detained, and wrote to Mr. Caldwell, asking if the ship was yet free, and if security had been given to Mr. J. H. Smith. Next day he saw Mr. Caldwell, who assured him that it was all right—that the ship was free, and security given to both the Smiths. On the 15th Mr. Caldwell, replying to a letter of the previous day, repeated the assurance, saying that security had been accepted by the Registrar, and the ship would be released next day. He relied on those assurances. Mr. Caldwell advised Mr. Rapp to get the *Estrella* away, whilst she was free. Mr. Rapp seemed surprised, and wanted to know why. Mr. Caldwell replied that there

might be other claims on the ship. When getting her cleared an Admiralty order was applied for by J. H. Smith, and her departure prevented. He saw Mr. Caldwell after that—he seemed quite indignant, and said it was not a valid claim.

By the Attorney-General.—After the final attempt at clearing was made, because he believed that nothing could be done. He believed that Mr. Melbye acted in good faith throughout; he would rather not say anything about anyone else. He had learnt that certain arrangements were pending at the time, of which he knew nothing. Subsequently he wrote a letter to the defendant demanding \$18,000, in the course of which he stated that if the contract had been carried out the steamer could have been sold for \$35,000, as at that time the war between France and China was going on, and steamers were bringing high prices.

By the Attorney-General.—Witness was not on board the *Estrella* when the *Estrella* was ready to take her exit. It was about five o'clock in the evening. Mr. Rapp gave instructions to get the anchor up as quickly as possible. Shek Ching Chuen said:—I live in Hongkong, and in March 1885 gave instructions to Mr. Rapp to buy the *Estrella* for me for \$29,000. I paid that amount to him. I contracted to sell the steamer to another Chinaman, for \$35,000. I got the vessel long after the contracted time, and had to sell her for \$32,000. The difference was caused by the suspension of hostilities between the French and Chinese in the interval. Several people had been after her before. I leave the estimate of my loss to the Court.

By the Attorney-General.—I intended to sail her under a foreign flag because France was at war with China. If I had not sold her I should have freighted her with war-material. That concluded the plaintiff's case. The Attorney-General, for the defence, stated that the case for the defence, as far as it relied on the representations on which apparently the plaintiff relied, did not raise very substantially the allegations put forward by the plaintiff. These representations were made in good faith, under an amicable arrangement. They admitted giving an undertaking that security should be given, and that was fulfilled, but they did not say that the ship had been released or security given. With regard to the allegation that the plaintiff was induced to pay the second instalment by misrepresentations, the reply was that the representations were made in good faith. An unmistakable charge of deliberate fraud had been brought against some one. The plaintiff was absent, and the charge lay between his agent and solicitor.

His Lordship asked Mr. Francis if the paragraph in the petition, to the effect that the plaintiff made certain representations well-known to the defence in Exchange between the plaintiff and the defendant, was left in. Did the plaintiff wish to prefer a charge of that kind? Was it advisable to retain the words? Mr. Francis—I will consider.

The Attorney-General preferred to postpone the rest of his reply until Mr. Francis had made up his mind. Mr. Francis—Well, I will answer you straight and strong—there was the greatest and most deliberate misrepresentation possible. His Lordship doubted whether, if the plaintiff knew the representations to be untrue, he could recover.

The Attorney-General further submitted that the deeds had been delivered, and the ship actually given over before any action was taken to detain her. The payment of \$5,000 by the plaintiff to Mr. J. H. Smith was not denied, and the defendant said that he did not authorise the plaintiff to do so. The original claim was somewhere about \$1,000 or \$1,500—why should he have paid \$5,000?

His Lordship said that Mr. Smith claimed 2-13ths in the ship. According to Mr. Rapp he had at one time claimed \$16,000. Mr. Francis—Taking the value of the ship at \$29,000, 2-13ths would be worth something over \$5,000.

The Attorney-General, just \$400 (laughter) after dealing with the various items in the petition he denounced the "bogus" claim set up in Admiralty for the purpose of detaining the ship as an abuse of legal power. Mr. Francis said that it was done with the cognisance of the Chief Justice.

The Attorney-General did not think so. He continued that Mr. Rapp had not come out of the affair spotless—he would have been very glad if the steamer had got away. His Lordship—I wish she had (laughter). The hearing was adjourned until to-morrow.

IN BANKRUPTCY.

RE E. AND G. HAYMAN.

Mr. Wilson applied for the adjudication of E. and G. Hayman, dress-makers, Wellington Street, as bankrupts. The cause of bankruptcy, he said, was a number of suits which had been brought against the firm recently. The creditors were nearly all Frenchmen.—Granted.

RE LAM CHING PO.

Mr. Mossop applied for the adjudication of Lam Ching Po, merchant, 60, Bonham Strand, bankrupt.—Mr. Wotton opposed.—Mr. Mossop said that a previous application had been refused, and was now renewed. His Lordship said he should certainly refuse it again. There was a man with four judgments against him, he had not a single cent to pay with, and he asked the law to protect him from paying one if he had not. There was no reason for the adjudication and there was not a single dollar to go to anyone. Unless it could be shown that the Court was obliged to grant the application he should refuse it.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the forty-sixth report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 25th August, 1888, at noon:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation, Gentlemen.—The Directors have now to submit to you a General Statement of the affairs of the Bank, and Balance Sheet for the half-year ending 30th June last.

The net profits for that period, including \$20,903-51 balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$720,441-36, of which after taking out remuneration to Directors \$724-26, there remains for appropriation \$719,717-10.

From this sum, the Directors recommend the payment of a Dividend of One Pound and Ten Shillings per Share, which will absorb \$400,000. The difference in Exchange between 4/6, the rate at which the Dividend is declared, and 3/6, the rate of the day, amounts to \$200,000.

They recommend transferring \$100,000 to the Credit of Reserve Fund which will then stand at \$4,000,000.

The Balance of \$10,441-36 to be carried to New Profit and Loss Account.

DIRECTORS.
Mr. Hoppius has resigned on leaving the Colony.

The Directors have invited Mr. N. A. Siebs to fill the vacant seat. His appointment requires confirmation at the meeting.

AUDITORS.
The Accounts have been audited by the Honourable Phineas Kyrie, and Mr. Fullerton Henderson.

JOHN BELL-IRVING, Chairman.

HONGKONG, 7th August, 1888.

ABSTRACT OF ASSETS AND LIABILITIES, HONGKONG AND SHANGHAI BANKING CORPORATION.

30th June, 1888.

Paid-up Capital \$7,500,000-00
Reserve Fund 3,900,000-00
Marine Insurance Account 250,000-00
Notes in Circulation \$5,448,320-83
Deposits 74,284,962-06Bills Payable (including Drafts on London Bankers and Short Sights Drawings on London Office against Bills Receivable and Bullion Shipments) 11,427,802-44
Profit and Loss Account 720,441-36Assets.
Cash \$8,741,367-51
Investments, viz.:—
100,000, 21 per cent. Consols. 2,150,000-00
3 per cent. Indian Government Sterling Loan. The above lodged with the Bank of England as a Special London Reserve. \$1,462,857-14
Rs. 5,000,000, India 4 per cent. Government Loan 2,195,945-94Bills discounted, loans and credits 46,101,877-18
Bills Receivable 43,946,286-83
Bank Premises 877,412-69
Dead Stock 116,409-89

\$10,531,527-18

FIT AND LOSS ACCOUNT, HONGKONG AND SHANGHAI BANKING CORPORATION.

30th June, 1888.

To amounts written off:—
Remuneration to Directors \$10,000-00
To dividend account:—
£1 10s per share on 60,000 shares = 400,000-00
To Dividend Adjustment Account:—
Difference in Exchange between 4/6, the rate at which the Dividend is declared, and 3/6, the Current rate of the day 200,000-00
To Reserve Fund 100,000-00
To Balance carried forward to next half-year 720,441-36By Balance of Undivided Profits, 31st December, 1887, \$20,903-51
By Amount of Net Profits for the Six months ending 30th June, 1888, after deducting all Expenses and Interest paid and due 699,537-85

\$720,441-36

RESERVE FUND.
To Balance on 30th June, 1888, \$4,000,000-00
By Balance on 31st December, 1887, \$3,900,000-00
By Amount transferred from Profit and Loss Account 100,000-00

\$4,000,000-00

J. BELL-IRVING, H. L. D. LYMPLIE, Directors.
J. S. MOSES, T. JACKSON, Chief Manager.
W. GASKELL, Acting Chief Accountant.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns from the various Branches and Agencies, and have found the same to be correct.

F. KYRIE, F. HENDERSON, Auditors.
Hongkong, 7th August, 1888.

"MY EXPERIENCES IN EGYPT."

El Hakeem Cantile last night recounted a disjointed, rapid, and highly-interesting series of anecdotes of his experiences as a surgeon in Egypt, before a large audience of soldiers in the Garrison Theatre. The Rev. Mr. Wonnacott, President, and Colonel Storer, the Rev. Mr. Wonnacott, and others also had seats on the platform.

The Chairman, in introducing Dr. Cantile, said that they were all very grateful to the Rev. Mr. Wonnacott for the excellent series of entertainments he had been good enough to organise; they had been of a most varied character, combining amusement with instruction, and all would be sincerely sorry to hear of his approaching departure. Dr. Cantile was already known to them from his interesting lecture on what he might call "the Soldier's quadrilateral"—beef, beer, baccy, and barracks.—(laughter) and they would undoubtedly listen to his experiences with much attention.

Dr. Cantile, having divulged the summary way in which he had been impressed by the Rev. Mr. Wonnacott, as a substitute for Surgeon Yarr on that gentleman's departure on a richly-earned holiday, proceeded as follows:—These are purely personal reminiscences—I don't know exactly what I'm going to tell you; but you will know by and by (laughter and "Hear hear"). In the year 1885 there was a serious outbreak of cholera in Egypt—one of the most serious that had been known for a long time. The newspaper reports, gathered from Arab sources, stated that in Cairo alone there were in one day a thousand deaths, and that was believed to be under the mark. Various parts of the city had to be burnt on account of their unwholesomeness, and you can imagine the look of devastation there was, with whole quarters destroyed where the inhabitants had nearly all died. These poor came to England, and the English Government asked for doctors to go out and treat the people. The Egyptian Government at first refused this help, and wanted the English Government to pay the doctors, but of course

they refused. The cholera got worse, however, and then the Egyptian Government asked for the doctors to come, and agreed to pay them. I wasn't sorry that they did pay them, for they gave much more liberal terms than our own Government. "Spoiling the Egyptians" has always been fair, and I think we managed to do a little that way. The twelve doctors who went out were called "the Twelve Apostles"—(laughter)—we were under Mr. Guy Hunter, who since received a K. C. M. G. for his valuable work. We started in the usual way from Charing-Cross, crossed the Continent, and shortly afterwards landed on the shores of Egypt, having our first touch of quarantine at Brindisi, where we found that the authorities, by their precautions, evidently believed the cholera germ could travel 100 yards. We landed at Alexandria, and were at once quite full of Egypt, only one of us having been East before. We expected a guard of honour, or at least a high official, to meet us, but neither turned up, and we put our luggage into vehicles and were carted off to a hotel. This hotel was remarkable as being the only one not destroyed in the bombardment the previous year. That was a rather chilling reception, but we found afterwards the Arabs did not want us, and that we had only been sent for on the strong recommendation of the English. The natives said "Last year was Arab's year, and you came over and killed us, and now you send twelve doctors, and the cholera, to kill the rest" (laughter). The Consul did not know what to do with us, having had no instructions, but at last telegrams came from Cairo ordering ten of us to go there and the other two to stop in Alexandria. We were like soldiers—everyone wanted to get to the front, and we had to decide by ballot last, when, to my delight, I was among the ten, and was allowed to leave my pleasant quarters and run the risk of catching cholera in the land of the pharaohs, changing half-way to another train, which stopped 200 yards away, that being the distance the Egyptian germ was able to travel (laughter). In Cairo we found the Government were in no hurry—"Come to-morrow" "*Zuccra bucrat*"—always the same in Turkey or Egypt. I had the honour of being held in reserve, and was looked on as being rather lucky. Three days later a message came that cholera was raging in Kafir Said, and we were told to pack up. The reserve came out very quickly—in fact I went first (laughter). I asked several people if they knew the place? "Oh! yes, know it well." "Where is it?" I asked. "Ah! You see it's only by map it is, no one knew where it was, and I was sent to find it. I could go by train, so I got a dragoon, that is to say, a professional—well, I should not like to say thief, but professional swindler of the first class (laughter). This one got a considerable sum of money out of me before I knew where I was. I set off at night with him, and I noticed my colleagues shook hands with me very warmly and silently, as though they didn't expect to see me again. That was encouraging, eh! My medicine supply I mostly carried in a volunteer haversack I had; it consisted of two or three hundred opium pills, which you will have become acquainted with during the late cholera scare here, and two or three rolls of sulphur, which I thought might be useful for fumigating with. Then I had a beautiful little box, like a jewel-case, stocked with all kinds of medicines, and provided by the Egyptian Government. I have no doubt the drugs were excellent, but I never had a chance of testing them. As we left the station I put the box in the rack overhead—it was the only thing I had to look after. I fell asleep, and awoke in a few hours seeing some grinning Arabs inspecting me by lamplight. I got up, and looked for the "jewel-box" but it was gone. I suppose the guard had come through my walk along the trains there, and seeing me asleep, and the box there, had taken it. I hope he took some of the contents, and that they did him good accordingly. However, there I was, in the middle of a desert, at two or three in the morning, with only some opium pills and sulphur to treat a crowd of cholera patients with! I was guided across two or three miles of sand, and reached Kafir Said at last, and found a hut reserved for me, some kind friend having put some whisky and soda on the table. I couldn't sleep, though, for the dogs—they are infinitely stronger, vocally, than their Hongkong brethren. And it was fearfully hot. I don't know—I was also the topica then—but it seemed to me ten times hotter as here. In the morning I had my first view of the Nile, and the place I had been sent to. We went to the town, to look for a house, but we found all the buildings just mud huts, where the natives crowded together in an incredible way. At last I saw a house I thought would do, and said to the dragoon that we would take it. He tried to prevent me, but after some trouble we moved in. I found it had been a pasha's residence previously. I then went out to look for cholera patients, and went all through the town asking, through the dragoon, where the sick people were. But everywhere I was met with the reply "Ma'fech"—there were none. But, said I, there are; for two friends had telegraphed that an enormous number of deaths had occurred, and help was pressing needed. But the Arabs were very frightened, what with the war and the cholera. I found the Hospital at last; it was a hut with a lot of patients in it, not one of whom had been attended to for three days! There were a number of beds in the place but none occupied, all the patients lying on the sand. I thought that was a terrible state of things and I set to work to put them into their beds. I put on 'In, and covered him up, and then another, and a third, and thought I was getting on nicely, but when I looked back I found all of them out on the sand again. I found that two Arab doctors had been to see them, but their way of visiting was to play their nostrils up with camphor, light a cigarette, put their heads just round the corner of the door, and say—"Yes, he's got cholera; give him a-and-er." The poor fellows had been without water or anything for two or three days, which proves that nothing is first rate treatment for cholera (laughter). Next day a soldier told me there were cholera in a house, and I went and asked. No, there was none. It was the first native house I had been in, and I

ill." He was a clever fellow, and there was a good deal of truth in what he said. "All right," I said, "I will let them have fruit, but I must see it first." It was a rash thing to say, for cargoes of grapes, and dates, and water-melons arrived every hour, and I was now to shadow inspecting them, until I fixed an hour. But as soon as they began to put the fruit against the cholera disappeared. It was put down to the medicines, but it was the fruit, and nothing else. I may be preaching heterodoxy, perhaps, but that was my experience. The next step was to prevent them catching cholera. A cordon of soldiers surrounded the infected area, and cut off communication, falling back as the area widened. Nothing carried the disease so efficaciously as the cordon. The natives had no fear of infection; I could see from the way they buried their dead. There was a big trough at the street-corner, into which the corpses were put to be carried to the place of burial. Coming back, I found that the children caught it a great treat to be carried in the trough. I never found any of them caught the disease. They evidently had no notion of "catching" cholera; indeed one man got into bed with a patient, for the sake of the comfort. The speaker then proceeded to detail his work in other villages in the vicinity until the disappearance of the cholera, and narrated his experiences at the Pyramids. In conclusion he gave a general outline of the topography of the Nile.

The Chairman, in proposing a cordial vote of thanks to Dr. Cantile, briefly commented upon that gentleman's remarks respecting fruit as a cause of cholera. He did not believe that fruit caused cholera; it was green and over-ripe fruit that did so. Dr. Cantile had most fully overlooked a good deal in a book—"Hot Corners in Egypt"—to which he had referred. The book showed that he was the life and soul of the party; full of resource, meeting every emergency, and always "coming up smiling." (Applause). There was one passage that told how when everyone was at his wit's end with the poor patients, Dr. Cantile appeared on the scene with bell tents and medicines, and medical comforts of every kind. There was also an account of a wonderful post mortem he held on a body on the sand, a friend holding a lantern for light.—The vote of thanks was heartily recorded.

A TRIP TO THE NORTH SADDLE ISLAND.

Leaving Shanghai in the steamer *Fairy* at 9 p.m. on Friday July 27th, we came to an anchor in a quiet place under the South Bank, near the little beacon, about midnight, not caring to proceed against a head wind and flood tide which were sending sheets of spray over the hurricane deck of our small steamer. Starting again at daylight we reached the North Saddle Island soon after 10 a.m., and came to an anchor in one of the three bays of the island, that on the North-East. This, and the other two bays are about a mile wide and a mile long, and one or other of them will afford shelter under all conditions of the wind. The situation was pleasant, bright blue water forming an agreeable contrast with the muddy streak of Yangtze water visible a mile or two to the eastward; a lofty hill on our right, 780 feet high, with sides turfed with the most vivid green—on the huge isolated hill, looking as if it were a volcano, would hurl it down steeply on the verge of which it was poised. The sides of this hill were cultivated nearly everywhere with Indian corn, the principal crop of the island; dwarf millet, taro, sweet potatoes, pumpkins, ground nuts, &c. Down the large hill four or five miles of pure water descended, and near the mouth of one of them a few small patches of paddy were to be seen. Farming, however, is evidently but a secondary business with the inhabitants, of whom there are three settlements perhaps of 150 to 200 each. All fishing being their main occupation, and from the fact that the waves came rolling in, breaking on the firm sandy beach which extended for about 500 yards between two walls of perpendicular granite rock at each extremity. The temptation to bathe was irresistible; we succumbed to it, and occasionally to the big rollers which broke in thunder upon the beach in a wall of water 6 to 8 feet high.

Leaving our occupation of Tritons with regret, we returned to our floating home. There are two foreign houses overlooking the sandy bay, which would have been preferable could we have obtained access to them, but we were informed that the keys were in Shanghai. After tiffin and a period of study, for which in some cases a siesta was substituted, we set out after 4 p.m. to ascend the principal summit, and in spite of a blazing sun, and no other protection than sola hats, we experienced no particular inconvenience from the heat, so pure was the air, and delightful the breeze, with which we were favoured, except in a few sheltered spots. After enjoying the extensive view over the surrounding sea, comprising the East False Side and South Saddles, Barren, Raffles, and Senhouse islands which view would have been much more extensive, but for a haze or cloud bank which encircled the horizon, we descended towards the bay on the North-west, which was much colder in aspect than the other, the hills descending more abruptly to the sea, and affording much less opportunity for cultivation, lacking also the vivid green clothing which its steep granite sides were unable to retain soil for. Here was the most copious stream of water on the island, falling through a narrow valley, at some distance up which could be seen a few trees, the only ones we saw on the island. Some of our party luxuriated in fresh water, and one swam off to the steamer which had meantime steamed round the island and was at anchor a quarter of a mile distant.

Soon after 5 o'clock next morning, after ascending to the lighthouse, which is well worth visiting by those who have not had an opportunity of inspecting a first class light, we walked to the dividing ridge, our first attraction yesterday. This walk was most agreeable; part of our number took an upper road, the other a path which followed the edge of the bay at no great altitude over the beach, giving opportunity of observing closely the precipitous granite cliffs overhanging the sea, suggesting (*longo intervallo*) part of the Cornish coast. Another visit to the surf, and luxurious struggles therewith, an interval of restoration of the inner man, and repose were followed by a visit to the granite-clad hill on the left, beyond which we found a sea-girt promontory of bare granite, except when hidden by a quantity of apparently unshattered boulders, doubtless used by the cattle-fish "cutter" during the season, who leave with their waters when their work is done. There are no officials on the island. Live stock is confined to a few pigs, and some scores of goats and fowls. There are no ponies or oxen.

Each village has a small temple, the houses are poor huts with mud floors. After noticing the fallacy of attempting to move the loose, impending block of granite, which weighed over 500 tons, we returned by a very steep and somewhat hazardous path to the beach, and after a final plunge, returned once more to the *Fairy*.

Starting at 9 p.m. we found ourselves after a smooth and uneventful passage of 95 miles once more on the Bund at Shanghai, at 5.30 on Monday morning. Having thus got through our simple unvarnished tale we came to the moral. Why cannot the heated, worn-out resident of Shanghai—whose avocation or inclination does not allow him to go to Chefoo or Japan (*Non civis homini condignit adire Corinthum*) have the opportunity of making an occasional summer trip to this delightful island? The change, if but for an occasional Saturday to Monday, from the heating oppressive atmosphere of Shanghai to the bright ozone-bearing surroundings we have attempted to describe would be of immense value to many a worn-out, enfeebled frame. There is a bluff overlooking the dividing ridge between the two contiguous bays, which could probably be rented for a trifle, houses of stone and wood could be erected for a moderate cost. A small steamer could be hired to make a weekly visit to the island, and those who had time could remain for one or more weeks, and I am sure that many would prefer it to Chefoo. If a few would join together to find the necessary funds, I doubt the thing could be arranged, and our overworked medical men would be relieved from much of their labour and many a valuable life would be saved.—*N. C. Daily News*.

KOREAN NEWS.

We are indebted for the following interesting communications to the correspondence of the *Shanghai Mercury*:

SOUL, 21st July, 1888. Still being no "treary port," you and your readers must be content not to expect much commercial information from "Soul truly"; but I'm quite prepared to tell you a few "soul-its" of high calibre, not so bad as many of the wild fables which find their way into the China and Japan press from this country. What I tell you has the advantage of being an unbiased reproduction of matters and circumstances such as they really appear if not viewed through the coloured spectacles of party or creed. Three foreigners of the sterner sex hardly ever meet here without politics being sagely and gravely discussed. With the ladies, of course, it is different. They have babies and bonnets and tea parties to converse about. I will not weary you with the past history of this country—the fights for supremacy between the Japs and Chinese in Yungye, times they have already told their tale—nor will I worry you presumptuously by attempting to disclose the enigmatical future of Korea, but simply give you the impression of impartial people on the spot; not of people who, it is to be regretted for their own sakes, have nothing else to do except to fill the columns of newspapers with vile, trashy inventions to answer their own purposes, or the effusions of somewhat diseased brains. Nobody on the spot here can escape the conviction that, probably before the end of the present century, Korea will be Russian. Nobody need be a prophet to prophesy that the Great Bear—which in our own time, and even slowly advanced, advanced from Kamchatka to the Tumen river on the Korean frontier—will not rest satisfied until Korea is his own—thus placing himself within a day's sail of Shantung and Chihli, with only the Yaloo river between Russian territory and the fertile Chinese province of Shinkiang. That England at one time foresaw this was proved by her occupation of Port Hamilton, since given up. Of course England knows her own business best; but (as was the case) if she had not taken to occupy Port Hamilton, it was a crime to take it; and again, since she abandoned it after the war scare was over, she committed a mistake, and in politics, it is said that a blunder is worse than a crime. Enough of politics; the weather is dry enough without that declamation.

Our stock of Missionaries has experienced an augmentation by the arrival of four French sisters of charity. They have not told me their business, and in fact I have not interviewed them. All I know is that according to existing treaties Missionaries are not allowed at Soul; nevertheless we have editions of the American and French article here. The American military teachers are in full swing; their school counts 30 pupils, intended as officers for the army. Rumours are still rife about von Müllendorff's return and an end to his amiable family in still here. If it had rested with the Koreans, von Müllendorff would never have left Korea; he was very popular amongst them. What the Chinese have now against Judge Denny, I do not understand; it is reciprocating for the treatment received by the Chinese in the States? Some time ago I heard that both Denny and Müllendorff would stay here. The steady development of Korean trade you can readily study from the Customs Trade Returns. The projected movements in the Customs Service have experienced a modification. Mr. Hunt goes as Commissioner to Fusan to relieve Mr. Fry; Mr. Lay from Fusan takes Mr. Hunt's place here, and the Commissioners in Chemulpo and Yuenan stay where they are. The Koreans have taken over their mint and have promptly succeeded in making a mess of it after discharging the foreign mint-master; it is completely "busted" up, as our American cousins would say. Mr. Halifax has finished the overland telegraph line from here to Fusan in three months, connecting with Japan, so that we are now independent of the Chinese Government line. You know what that means?

As far as I can learn a very great drawback to the trade of this country is the indiscriminate smuggling which is carried on all over the coast. It is well known that whole fleets of junks sail from the northern ports of China across the Yellow Sea to the rich province of Peng Yang Do, and that a large import and export trade is carried on, while on the coast between Jenchuan and Fusan, Japanese schooners and junks and Chinese junks drive a thriving trade (illicit) in spite of the facts—which have been well known for at least the last three years. I do not see any mention of them in the Chief Commissioner's report of the common Commissioners' meeting of 1887. Nor, apparently, have the Customs Authorities ever tried to put a stop to this state of affairs. As the Imperial Chinese Customs consider the Korean Customs a branch of their own service, it is strange that they do not allow the Korean service a revenue cruiser for a few months; but as the Chinese claim to have a treaty 200, or 300 years (I forget which) old which allows them to do just what they like with this country, perhaps it would not do to interfere with them; and of course it would not do to come down on the Japanese only. I have been obtaining more of the famous uniform question at a late audience (which did not come off) in the Palace.

Our correspondent is evidently alluding to the currency issued by China over Korea, issued upon whatever it suits Chinese purposes, but inevitably diluted whenever it involves responsibility.

Chemulpo, 22nd July, 1888. There is a rumour that a number of Russians are to be cleared out from the Korean yamens, and other hangers-on of officialsdom generally. A lot of people throw out of employment like that will, no doubt, cause discontent, and it is possible perhaps a sequel, or two may happen, but nothing of consequence that could not be easily coped with by the powers that be. Of the Dalin-koon nobly I think here, except when we read fables and myths about him in the Press. The rubbish we read sometimes in print about three-quarter of a dozen mandarins being beheaded in 1861 and so forth, does not disturb our equanimity of mind; nor does the cackling of demented heus here or elsewhere over unaided eggs (frequently entirely rotten ones, or never to be hatched) even raise a smile of derision.

The prospects of our harvests are good so far, and the farmers are rejoicing on the strength of it, although we have had lots of wind on several occasions and plenty of rain. The latter did good service; the Koreans are none the worse for a wash; unfortunately for them it did not rain soap and towels as well.

The Commissioner of Customs in this Port, Mr. Schmecke, will stay here after all, but a Chinese member of the Korean Customs staff, Mr. Whooliang, has left the service and joined the Chinese Minister in Seoul. The Korean trade has increased in a manner hardly ever expected, and is still increasing rapidly. I hear that what passes through the Customs is nothing to what is being smuggled all along the coast, mostly in Chinese buttons (junks), although the Japs are said to do not a little in that line too. The opening of three more ports, in addition to the present three treaty ports, would ameliorate matters much; the existing illicit traffic would then be led into legitimate channels, and fostered and augmented, while the Government would derive some benefit from the Customs revenues. I would suggest a port on the Yaloo river (at the head of the Yellow Sea) to be opened; one in the Yungye, and one in Chihliado. These are the three localities suggested by the Koreans as excellent harbours, with water communication a good distance inland. By opening up the three fertile provinces suggested, the Customs dues would probably be less than half a dozen years be double what they are now. We all look forward anxiously to the time when the mineral wealth, well known to exist in this country, is going to be tapped. Not for many a Christmas to come, I fear.

We are getting on well bodily here, and nothing will be left to be desired spiritually either. Our sky-pilot corporation is acquiring gradually a cosmopolitan tinge and hue. In addition to our staff of Missionaries from Yaloo and Yungye, we also received a supply of French Sisters of Charity, but they were *not* sent for the capital.

Everybody here and in Seoul also is convinced that the present generation may live to see Korea under the Russian flag yet for reasons both feasible and obvious. China and Japan are playing at the dog-in-the-manger game, which suits Russia nicely. The rumour is spread here that von Müllendorff is to be reinstated, and that he is, engaged at the rate of \$1,000 a month; it is to be bought off by the Chinese, for reasons not entrusted to the keeping of your correspondent.

The smuggling going on along the whole west coast of Korea is something to be feared, but for the legitimate traders at this port, not for the Korean Customs. I think it would almost pay to take out a licence as a smuggler and pirate on these coast; that is to say, of course, a self-granted licence. Can you inform me, if in Shanghai any swift and strongly built pilot-boats are for sale? They would suit nicely; how are they quoted in the market? Now, I have little or nothing more to add, except that I am waiting anxiously to discover something startling and sensational all about Korea, of which here "nobody knows nothing," in our next papers from China and Japan. Men-of-war in part—*Jinnado, Satellite, Nobra, Amagickin, Haechin*.

FORMOSA.

(FROM OUR CORRESPONDENT).

Tamsui, 20th July. The typhoon season seems to have commenced for good; the *Fuho*, which arrived off the Bar on the 14th instant from Shanghai, could not cross, owing to a heavy storm blowing from the eastward; she went over to the mainland and anchored in a sheltered position under Matsou. The barometer had been going down steadily for several days until 3 p.m. on the 14th, when it showed 28.8, at 3 p.m.; after which time it gradually rose and the weather improved. Amongst other cargo the *Fuho* brought machinery for brick-making furnished by Messrs. Jardine, Matheson & Co., according to contracts concluded last year between Mr. Spence and our Governor.

Mr. Spence went per *Waiting* (formerly *Welle*) to the Pescadores, accompanied by Lieutenant Hecht, which latter officer is to report to the Governor on the guns brought from Shanghai by the *Pechili*.

Mr. Ebbs, of Messrs. Telge & Co., arrived here per *Fuho* from Shanghai, and Mr. von Ehren has been here some time in connection with the railway gear brought per steamship *Stamper*.

Up to the 1st July, 114,916 half-cents of tea, equal to 43,639 piculs, have been exported; during the same period last year the figures were piculs 180,614 and 57,794, 86, respectively. Dr. Johansen has returned to our port after two years leave of absence, during which time Dr. Rennie has taken his place, and become a general favourite with the foreign and native community. A testimonial in the shape of an address on white satin was not up, also a subscription to present Dr. Rennie with a more substantial token of the high esteem in which he is held by all members of the community of all nationalities and creeds. The subscription was headed by a handsome donation from His Excellency the Governor. As matters have turned out since, I am glad to report that we shall not lose our good doctor after all. Arrangements have been made by which he will take over Dr. Johansen's practice at this port for good, much as we regret to lose our former medico, whom we wish and hope to speedily see his health recover completely. Unfortunately for him and ourselves, the trying climate of our place has proved too much for his endurance. To the testimonial on which the names of the many admiring friends of Dr. Rennie are inscribed, the latter returned the following reply:—"To you, the friends, who have so kindly expressed me with a token of your regard, I desire to express my sincere thanks for your valuable gift, and not less for the kindly feeling that prompted it. I rejoice to feel assured that my services in the past, however undeserving, have been so appreciated; and now that I have become a more permanent resident, your token of esteem is an unexpected pleasur. I hope with a portion of the handsome sum you have placed at my disposal to purchase a fitting souvenir of the friends I have known in Tamsui. As so many of you, the subscribers, are of necessity at this season absent, I thus express to you in writing the thanks I have not the opportunity of expressing verbally. Since this design was set on foot, circumstances have linked my lot more closely with this community; in the future it shall ever be my earnest endeavour to merit a fulfilment of the good wishes so kindly expressed in the beautiful address with which you have presented me."

I hear in Kelung that a capital surgical operation has taken place, but neither Dr. Rennie nor Dr. Johansen had anything to do with it; the patient, being a party concerned in the late robbery and murder case, two more "suspects" are in duress vile. Our Governor is a customer not to be trifled with; mono anon. Weather sultry hot.—*Mercury*.

Today's Advertisements.

THEATRE ROYAL
CITY HALL HONGKONG.
THIS EVENING,
AUGUST 9TH, 1888.

THE AMERICAN MUSICAL COMEDY
AND OPERA COMPANY.
Directors { Mr. PEMBERTON W. WILLARD.
" JOHN F. SHERIDAN.

Will appear as above in
SYDNEY GRUNDY'S GREAT LONDON
FARCICAL COMEDY,
"THE ARABIAN NIGHTS."

CAST OF CHARACTERS.
Arthur Hummingtop... Mr. P. W. WILLARD.
Ralph Ormerod (his friend)... CHARLES FISHER.
Joshua Gillbrand (his Brother-in-law)... JOHN F. SHERIDAN.
Dobson (his Servant)... A. SUTCH.
Mrs. Hummingtop (his Wife)... Miss FLO. MORRISON.
Mrs. Gillbrand (his Mother-in-law)... EVA LEAMINGTON.
Daisy Matland (his Niece)... VERA PATY.
Barbara (his Servant)... NELLIE ARLINE.
Rosa Colombier... G. WHITEFORD.

SCENE—APARTMENT IN HUMMINGTOP'S HOUSE.

The Comedy will be preceded at 9 Sharp by a CONCERT.

Conductor... Mr. J. A. ROBERTSON.
Prices \$3, \$2, and \$1.
Plan at Messrs. KELLY & WALSH'S, LD.
All communications to PEMBERTON W. WILLARD, Hongkong Hotel, Hongkong, 9th Aug. 1888.

FOR SHANGHAI.
THE Steamship
"NINGPO."

Captain Sawdewasser, will be despatched for the above Port, TO-MORROW, the 10th instant, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, 9th August, 1888.

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, BRINDISI,
AND TRIESTE.

Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS.

THE Company's Steamship
"MARIA TERESA,"

Captain G. Costanzo, will be despatched as above on SATURDAY, the 18th of August, at Noon.

For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya, Central.

O. BACHRACH,
Agent.
Hongkong, 9th August, 1888.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

STEAMSHIP "CARDIGANSHIRE"
FROM HAMBURG, ANTWERP, LONDON,
PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th instant, will be subject to rent. All claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 9th August, 1888.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 11th August, at NOON, at Messrs. Cawasee Pallance's Godown,—

NINE (9) CHESTS PERSIAN OPIUM.
Ex Steamship *Thibet* and *Henry Bolahan*.
(More or less Damaged by Sea Water).

FOR ACCOUNT OF THE CONCERNED.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.17. All Lots, with all faults and errors of description, to be at purchaser's risk on the fall of the hammer.

H. N. MODY,
Auctioneer.
Hongkong, 9th August, 1888.

PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on THURSDAY, the 16th instant, at 8.30 for 9 P.M., precisely.

Hongkong, 9th August, 1888.

Masonic.
OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 10th instant, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited.

Hongkong, 7th August, 1888.

Intimations.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 7 per cent. or \$1.40 per Share, declared at the Ordinary Half-yearly Meeting of Shareholders held this Day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION—on and after SATURDAY, the 4th instant. Shareholders are requested to apply at the Office of the Company for Warrants. By Order of the Board of Directors.

T. ARNOLD,
Secretary.
Hongkong 3rd August, 1888.

NOTICE.
THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 1,374, dated 3rd June, 1885, of the Shares Nos. 4516/4535 in this Company, standing in the name of MR. GEORGE LEWIS, of Shanghai, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
Dated 21st July, 1888.
JAS. B. COUTHRIE,
Secretary.

THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY,
LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.
The CARS RUN as follows between St. JOHN'S PLACE and VICTORIA GAP—

8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " " half hour.
4 to 8 " " " quarter of an hour.

SUNDAYS.
From 12 to 1 past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets may be obtained in the Cars. Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

Tickets for 10 trips up and 10 trips down. First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and Reduced Tickets may be obtained at the Office of
MACLEWEN, FRICKEL & Co.,
General Managers.

VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 27th July, 1888.

IMPAIRED VISION.
LAWRENCE & MAYO'S PERFECT PEBBLES.

Are clear, cool, & preserving to the Sight. Gentlemen are requested NOT TO SMOKE in the Middle Compartment.

MR. LAWRENCE is now in Hongkong and may be consulted at the HONGKONG HOTEL Room No. 20 daily from 8 A.M. to 6 P.M. (CONSULTATION FREE).

SPECTACLES FOR BLINDNESS.
The symptoms indicating failure or irregularities of sight are frequently too long disregarded and either from ignorance or feeling of diffidence, the aid demanded by nature is withheld until serious mischief has been caused to the sight, often resulting in blindness.

The following patients out of many hundreds have sent unsolicited acknowledgments of the benefit they have derived from the use of our Perfect Spectacles.

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Lady Emily Digby, Coventry, England.
S. R. Groom, Esq., F.R.C.S., Barrister at Law, Singapore.

The Hon. E. E. Isermonger, Col. Treasurer, Singapore.
R. Huddle, Esq., Deputy Master Attendant, Singapore.

Dr. Richard Bowman, L.R.C.P., Singapore.
J. R. Allen, Esq., Singapore.
Surgeon General W. Collyer, M.D., India.
Major General Sir M. Biddulph, C.B., India.
Surgeon General A. E. Dale, M.D., India.
Major General Murray, C.B., India.
Brigade Surgeon J. A. Scott, M.D., India, &c.

For protection against sun and dust our Luculent Glare Protectors are strongly recommended by the leading Ophthalmic Surgeon.

"MILITARY MEN, ENGINEERS, PERMANENT WAY INSPECTORS, and those whose occupation compels them to be out in the heat of the day will find these Glasses invaluable. By their use the eyes are kept cool, and dimness of vision, inflammation of the eyes and IRRITATIVE FEVER, consequent on over-exposure to the glare, are prevented."

LAWRENCE AND MAYO,
OPHTHALMIC OPTICIANS.
(Opticians to the Principal Ophthalmic Surgeons in England and India.)
OFFICES—OLD BOND STREET, London.
3 & 4, HARE STREET, Calcutta.
22, MARKET LANE, Bombay.

Hongkong, 21st July, 1888.

BOWRINGTON FOUNDRY,
EAST POINT, HONGKONG.

A. G. GORDON & Co.

A. G. GORDON & Co. are prepared to undertake every description of ENGINEERING and SHIP-BUILDING WORK, both afloat and ashore, on most reasonable terms.

FUNCTUALITY AND FIRST CLASS WORKMANSHIP GUARANTEED.

ESTIMATES FURNISHED FOR THE CONSTRUCTION OF STEAM LAUNCHES, REPAIRS TO THE ENGINES AND BOILERS OF STEAMERS, CASTINGS, &c., &c., &c.

Hongkong, 1st January, 1888.

NOW READY.
THE PRAYA RECLAMATION SCHEME.

A FULL ACCOUNT of the proceedings in connection with this gigantic undertaking reprinted from the *Hongkong Telegraph*. With plan of the city of Victoria, showing the intended Reclamation.

PRICE.....ONE DOLLAR.
To be obtained at Messrs. KELLY & WALSH, LD.; Messrs. LANE, CRAWFORD & Co.'s; and Mr. W. BREWER'S.

Hongkong, 12th July, 1888.

Consignees.

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.

STEAMSHIP "BAYERN" FROM BREMEN AND PORTS OF CALL.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 5 P.M., TO-DAY, the 7th instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 20th August, at 4 P.M.

All Claims must reach us before the 20th August, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.

Hongkong, 7th August, 1888.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN,
Agent.
Hongkong, 6th August, 1888.

UNION LINE.
NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.
THE Steamship
"DORSET."

Captain Daniel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Kowloon Godown at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—159 per cent. premium, sellers.
 Union Insurance Society of Canton—\$87½ per share, sellers.
 China Traders' Insurance Company—\$74 per share, sellers.
 North China Insurance—Tls. 285 per share, buyers.
 Canton Insurance Company, Limited—\$80 per share, sellers.
 Yangtze Insurance Association—Tls. 88 per share, sellers.
 Chinese Insurance Company—\$180 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$347½ per share, buyers.
 China Fire Insurance Company—\$78 per share, buyers.
 Hongkong and Whampoa Dock Company, 33 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$217 per share, ex div., sales and sellers.
 China and Manila Steam Ship Company—115 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$175 per share, sellers.
 Indo-China Steam Navigation Company, Limited—100 per cent. div., sales.
 Douglas Steamship Company—\$58 per share, sellers.
 China Sugar Refining Company, Limited—\$189 per share, sellers.
 Luzon Sugar Refining Company, Limited—\$59 per share, sellers.
 Hongkong Ice Company—\$80 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$12 per share.
 A. S. Watson & Co., Limited—90 per cent. premium, ex div., buyers.
 Chinese Imperial Loan of 1884 A—2 per cent. premium.
 Chinese Imperial Loan of 1884 B—8 per cent. premium.
 Chinese Imperial Loan of 1884 C—10 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—12 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$84 per share.
 Perak Tin Mining and Smelting Company—\$15 per share.
 Funjong and Sunghee Doo Samantian Mining Co.—\$104 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—66 per cent. premium, sellers.
 Tongkin Coal Mining Co.—35 per cent. premium, sellers.
 The Hongkong High-Level Tramway Co., Limited—280 per cent. premium, buyers.

EXCHANGE.

ON LONDON, Bank T. T. 2/11½
 Bank Bills, on demand 3/10
 Bank Bills, at 30 days' sight 3/10
 Bank Bills, at 4 months' sight 3/10
 Credits at 4 months' sight 3/10
 Documentary Bills, at 4 months' sight 3/10
 ON PARIS, Bank T. T. 72
 Bank Bills, on demand 72
 Credits at 4 months' sight 3/85
 ON INDIA, T. T. 22½
 On demand 22½
 ON SHANGHAI, Bank T. T. 72
 Bank Bills, on demand 72
 Private, 30 days' sight 72½

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul \$530 to \$550
 (Allowance, Tals 16 to 16)
 OLD MALWA, per picul \$570 to \$580
 (Allowance, Tals 16 to 16)
 NEW PATNA, (without choice) per chest \$502½ to \$512½
 NEW PATNA, (bottom) per chest \$520
 NEW DENARES, (without choice) per chest \$497½ to \$507½
 NEW DENARES, (bottom) per chest \$507½
 NEW PERSIAN (best quality) per picul \$640
 OLD PERSIAN (best quality) per picul \$600
 OLD PERSIAN (second quality) per picul \$555 to \$570

CHINA COAST METEOROLOGICAL REGISTER.

8th August, 1888.—At 4 p.m.

STATION	Wind	Force	Direction	Barometer	Thermometer	Humidity	Clouds	Remarks
Whampoa	W	1	W	30.0	81	85	1	
Tsien	W	1	W	30.0	81	85	1	
Shanghai	W	1	W	30.0	81	85	1	
Amoy	W	1	W	30.0	81	85	1	
Hongkong	W	1	W	30.0	81	85	1	
Swatow	W	1	W	30.0	81	85	1	
Shanghai	W	1	W	30.0	81	85	1	
Amoy	W	1	W	30.0	81	85	1	
Hongkong	W	1	W	30.0	81	85	1	
Swatow	W	1	W	30.0	81	85	1	

9th August, 1888.—At 10 a.m.

STATION	Wind	Force	Direction	Barometer	Thermometer	Humidity	Clouds	Remarks
Whampoa	W	1	W	30.0	81	85	1	
Tsien	W	1	W	30.0	81	85	1	
Shanghai	W	1	W	30.0	81	85	1	
Amoy	W	1	W	30.0	81	85	1	
Hongkong	W	1	W	30.0	81	85	1	
Swatow	W	1	W	30.0	81	85	1	
Shanghai	W	1	W	30.0	81	85	1	
Amoy	W	1	W	30.0	81	85	1	
Hongkong	W	1	W	30.0	81	85	1	
Swatow	W	1	W	30.0	81	85	1	

The barometer continues falling and the weather is wet in Luzon owing to the approach of another typhoon in the Pacific. A heavy rain fell at 10 a.m. in Luzon, and the temperature in the shade is 81° F. The humidity is 85 per cent. The wind is from the west, and the clouds are of the cumulus type. The sea is calm, and the visibility is good. The tide is in, and the water is high. The wind is from the west, and the force is 1. The direction is W. The barometer is 30.0. The thermometer is 81. The humidity is 85. The clouds are 1. The remarks are.

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & CO.'S REGISTER)	Thermometer	Thermometer	Thermometer	Thermometer	Thermometer	Thermometer	Thermometer	Thermometer	Thermometer
Barometer—2 A.M.	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0
Thermometer—2 A.M.	81	81	81	81	81	81	81	81	81
Thermometer—4 A.M.	81	81	81	81	81	81	81	81	81
Thermometer—6 A.M.	81	81	81	81	81	81	81	81	81
Thermometer—8 A.M.	81	81	81	81	81	81	81	81	81
Thermometer—10 A.M.	81	81	81	81	81	81	81	81	81
Thermometer—12 M.	81	81	81	81	81	81	81	81	81
Thermometer—2 P.M.	81	81	81	81	81	81	81	81	81
Thermometer—4 P.M.	81	81	81	81	81	81	81	81	81
Thermometer—6 P.M.	81	81	81	81	81	81	81	81	81
Thermometer—8 P.M.	81	81	81	81	81	81	81	81	81
Thermometer—10 P.M.	81	81	81	81	81	81	81	81	81
Thermometer—12 M.	81	81	81	81	81	81	81	81	81

MAILS EXPECTED.

THE FRENCH MAIL.
 The M. M. Co.'s steamer *Melbourne*, with the French mail of 14th ultimo, left Singapore on the 8th instant, at 6 a.m., and may be expected here on or about the 14th.

THE CANADIAN MAIL.

The steamer *Zambesi*, with the Canadian mail, left Kobe on the 9th instant, and is due here on the 10th.

The steamer *Port Adelaide*, with the Canadian mail, left Vancouver on the 20th ultimo, and is due here on or about the 18th instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Patroclus*, from Liverpool, left Singapore on the 6th inst., and is expected here on the 11th.
 The Austro-Hungarian Lloyd S. N. Co.'s steamer *Maria Teresa*, from Trieste, left Colombo on the 31st ult., and may be expected here on or about the 13th instant.
 The steamer *Waverley*, left Singapore on the 9th instant, and is expected here on the 15th.
 The P. & O. S. N. Co.'s steamer *Kashgar*, left Bombay on the 7th instant, and is expected here on the 24th.

Shipping.

ARRIVALS.

HEVER, German steamer, 388, B. Dethlefsen, 8th August.—Whampoa 8th August, General.—Stemmen & Co.
 NAMOA, British steamer, 863, T. G. Pocock, 8th August.—Whampoa 8th August, General.—Stemmen & Co.
 KWANG KAP, Chinese corvette, 9th August.—Whampoa 9th August, General.—Stemmen & Co.
 CARDIGANSHIRE, British steamer, 1,623, Clarke, 9th August.—Whampoa 9th August, General.—Stemmen & Co.
 CLEARANCES AT THE HARBOUR OFFICE.

Active, Danish steamer, for Hoihow.
 At Hoihow, British bark, for Foochow.
 Hoihow, British steamer, for Swatow, &c.
 Hever, German steamer, for Tientsin, &c.

DEPARTURES.

August 8, *Boyer*, German str., for Shanghai.
 August 8, *General Werder*, German steamer, for Yokohama.
 August 8, *Fushun*, Chinese str., for Shanghai.
 August 8, *Amoy*, British steamer, for Whampoa.
 August 8, *Canton*, British steamer, for Swatow.
 August 9, *Marie*, German steamer, for Hoihow.
 August 9, *Wandering Jew*, American ship, for New York.
 August 9, *Independent*, German steamer, for Hoihow.
 August 9, *Victoria*, British str., for Nagasaki.
 August 9, *Ningpo*, British str., for Shanghai.
 August 9, *Teheran*, British steamer, for Nagasaki, &c.
 August 9, *Hever*, German str., for Tientsin, &c.
 August 9, *Cuthbert*, British 3-m. schooner, for Victoria.

PASSENGERS—ARRIVED.

Per *Namoa*, str., from Foochow, Amoy, &c.—Mr. and Mrs. Pim and family, Messrs. Tilley and Hastings, and 160 Chinese.
 Per *Cardiganshire*, str., from Singapore.—1 European and 46 Chinese.

DEPARTED.

Per *Independent*, str., for Bangkok.—12 Chinese.
 Per *Canton*, str., for Swatow.—50 Chinese.
 Per *Fushun*, str., for Shanghai.—40 Chinese.
 TO DEPART.
 Per *Active*, str., for Hoihow.—28 Chinese.
 Per *Hoihow*, str., for Swatow, &c.—1 European and 130 Chinese.

REPORTS.

The British steamship *Namoa* reports that she left Foochow on the 5th instant, Amoy on the 6th, and Swatow on the 8th. From Foochow to Amoy and Swatow had moderate southerly winds and fine weather. From Swatow to port had moderate south-west to westerly winds and overcast sky with showery weather. In Foochow, the steamships *Taku*, *Protonita*, *Whimpoa*, *Altuna*, *Seyd*, and *Feima*. In Amoy, the steamships *Hailong*, *Fukien*, and *Fiddio*. In Swatow, the steamships *Wenchow*, *Hoihow*, *Nankiang*, and *Norden*.

Post Office.

A MAIL WILL CLOSE.

For Swatow, Amoy, and Foochow.—Per *Hailong*, to-morrow, the 10th instant, at 11.30 A.M.
 For Shanghai.—Per *Ningpo*, to-morrow, the 10th instant, at 3.30 P.M.
 For Saigon.—Per *Triles*, to-morrow, the 10th instant, at 3.30 P.M.
 For Port Darwin, Sydney, Melbourne, and Adelaide.—Per *Tannadice*, to-morrow, the 10th instant, at 3.30 P.M.
 For Straits and Bombay.—Per *Stura*, on Saturday, the 11th instant, at 9.30 A.M.
 For Europe, &c., &c.—Per *Misra*, on Saturday, the 11th instant, at 11.00 A.M.
 For Europe, &c., Australia, India, &c.—Per *Fravokhama*, on Thursday, the 16th instant, at 11.00 A.M.
 For Yokohama and San Francisco.—Per *Galle*, on Saturday, the 18th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

BATAVIA, British steamer, 1,661, W. H. Watson, 30th July.—San Francisco 25th June, Vancouver, B.C., 3rd July, Victoria, B.C., 4th, Yokohama 21st, and Kobe 24th, General.—Adamson, Bell & Co.
 CARISBROOKE, British steamer, 973, R. Cass, 1st August.—Saigon 28th July, Rice and Paddy.—Morris & Ray.
 CHOY-SANG, British steamer, 1,993, C. B. Balbemie, 6th August.—Whampoa 6th August, General.—Jardine, Matheson & Co.
 DUBURG, German steamer, 921, C. F. Bertelmann, 7th August.—Saigon 3rd August, Rice and Paddy.—Chinese.
 FAME, British steamer, 1,174, A. Stopani.—Hongkong and Whampoa Dock Co.
 GALLIC, British steamer, 4,209, W. G. Pearne, 4th August.—San Francisco 11th July, and Yokohama 29th, Mails and General.—O. & O. S. S. Co.
 HAIPHONG, British steamer, 1,122, Harris, 27th July.—Saigon 23rd July, Rice and Paddy.—D. Laprak & Co.
 LENOX, British steamer, 1,343, J. Thearle, 8th August.—Saigon 4th August, General.—Adamson, Bell & Co.
 MIKI MARU, Japanese steamer, 2,180, Pym, 7th August.—Kutchinotu 3rd August, Coal.—Mitsui Bussan Kaisha.
 NINHO, German steamer, 762, Sadevasser, 8th August.—Whampoa 8th August, General.—Stemmen & Co.
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 SOOCHOW, British steamer, 999, Hughes, 3rd August.—Chefoo 28th July, and Swatow and August 1st, Peas and Bean Cake.—Butterfield & Swire.
 STURA, Italian steamer, 1,475, L. Caborea, 2nd August.—Singapore 27th July, General.—Carlowitz & Co.

HONGKONG—STEAMERS.

Continued.

TANNADICE, British steamer, N. Shannon, 31st July.—Sydney and July, via Moreton Bay, Keppel Bay, Townsville, Cooktown, Thursday Island 11th, and Port Darwin 21st, Coals and General.—Russell & Co.
 TRITON, German steamer, 1,142, A. Bleicken, 4th August.—Saigon 31st July, Paddy.—Ed. Schellhass & Co.
 TRIMMER, German steamer, 674, P. Moos, 5th August.—Touren 2nd August, and Hoihow 4th, General.—Wieler & Co.
 VLOX, German steamer, 636, W. Wulf, 6th August.—Saigon 1st August, Rice and Flower.—Ed. Schellhass & Co.

SAILING VESSELS.

ADOLPH, German bark, 857, E. Westergaard, 5th August.—Hamburg 19th April, General.—Order.
 ARON, Norwegian bark, 634, A. Christensen, 11th July.—Singapore 27th June, Timber.—Order.
 COMET, German ship, 1,083, Kauppner, 17th July.—Cardiff 4th April, Coals.—Order.
 ERLOENIG, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island.—Chinese Customs.
 ESCORT, American bark, 636, R. G. Waterhouse, 15th July.—Hoihow 3rd July, General.—Chinese.
 GRANITE STATE, American ship, 1,685, Wm. Ross, 10th July.—New York 12th April, Oil.—Order.
 G. H. WAPPAUS, British bark, 533, Engleson, 21st July.—Tientsin 29th June, Bones.—Butterfield & Swire.
 HYDRA, Danish bark, 786, C. Christensen, 6th July.—Hamburg 11th March, General.—Arnhold, Karberg & Co.
 JOHN NICHOLSON, British bark, 685, W. Quino, 8th July.—London 1st March, General.—Melchers & Co.
 LUCIA, British bark, 640, Wood, 5th August.—Freemantle (W. Australia) 11th July, Sandalwood.—Order.
 NVL GHIAU, British ship, 1,252, W. B. Butter, 1st August.—Samarang 20th July, Ballast.—Order.
 SACHEM, American ship, 1,311, J. L. Bartlett, 29th June.—Cardiff 17th March, Coal.—P. & O. S. N. Co.
 SPINAWAY, British sch., 325, J. Garrick, 21st June.—Sharks Bay 26th May, Sandalwood.—Stemmen & Co.
 TA HONGKONG, Siamese ship, 635, M. Steinbring, 7th August.—Bangkok 25th July, General.—Lo Hong Le.
 YOUNG SIAM, Siamese bark, 789, G. Kock, 16th June.—Put back, General.—Chinese.

WHAMPOA.

AMOV, German steamer, 814, R. Kohler, 7th August.—Shanghai 3rd August, General.—Stemmen & Co.
 YANGTZE, German steamer, 814, C. N. Tonning, 4th August.—Chinkiang 30th July, Rice.—Stemmen & Co.
 RIVER STEAMERS.
 Fatshan, British steamer, 2,260, S. W. Goggin, Hongkong, Canton, & Macao Steamboat Co.
 Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.
 Ho-nan, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
 Kiu-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steamboat Co.
 Kiang-chow, British steamer, 159, E. Gaihe.—Hongkong, Canton, & Macao Steamboat Co.
 Pasig, Chinese steamer, 284, J. W. Stavers.—Tok Kee.
 Klang-ping, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.
 Powan, British steamer, 1,890, J. P. Hoyland.—Hongkong, Canton, & Macao Steamboat Co.
 White Cloud, British steamer, 527, W. J. Risby.—Hongkong, Canton, & Macao Steamboat Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.
 Alacrity, despatch-vessel, 1,400 tons, 3,180 h.p., 4 guns, Commander R. Blair Macdonochie, Nagasaki.
 Audacious, battle-ship (armoured), 2nd class, 6,010 tons, 4,830 h.p., 18 guns, Captain J. B. Warren, Flag of Commander-in-Chief, Yokosuka.
 Cockchafer, gunboat, 2nd class, 460 tons, 470 h.p., 4 guns, Lieut. Commander H. H. Boteler, Shanghai.
 Constance, cruiser, 3rd class, 2,380 tons, 2,590 h.p., 14 guns, Captain L. C. Keppel, Hongkong.
 Cordelia, cruiser, 3rd class, 2,380 tons, 2,420 h.p., 10 guns, Captain H. H. Boys, Yokohama.
 Esk, gunboat, 3rd class, Coast Defence, 365 tons, 340 h.p., 3 guns, Gunner W. Weeks, Hongkong, in reserve.
 Espoir, gunboat, 2nd class, 465 tons, 470 h.p., 4 guns, Lieutenant-Comdr. R. Y. Smith, Canton.
 Heroine, cruiser, 3rd class, 1,420 tons, 1,130 h.p., 8 guns, Captain Charles J. Balfour, Yokohama.
 Imperieuse, twin-screw cruiser, 8,400 tons, 10,000 horse-power, 10 guns, Captain Wm. H. May, Yokohama.
 Leander, cruiser, 2nd class, 3,750 tons, 5,500 h.p., 10 guns, Captain M. J. Dunlop, Yokohama.
 Linnet, gun-vessel, 2nd class, 756 tons, 1,050 h.p., 5 guns, Commander W. H. Marrack, Chefoo.
 Merlin, gunboat, 2nd class, 430 tons, 430 h.p., 4 guns, Lieut. Comdr. W. H. Maturin, Hongkong.
 Mutine, ship, 1,130 tons, 1,120 h.p., 10 guns, Commander J. H. Martin, Yokohama.
 Porpoise, gunboat, 1st class, 1,750, Captain R. W. White, Shanghai.
 Rambler, surveying-vessel, 830 tons, 690 h.p., 3 guns, Commander W. A. Moore, Shanghai.
 Rattler, gunboat, 1st class, 670 tons, 1,200 h.p., 6 guns, Lieutenant-Comdr. W. H. M. Douglas, Kobe.
 Sapphire, cruiser, 3rd class, 1,070 tons, 2,360 h.p., 12 guns, Captain W. C. Karlske, Yokohama.
 Scylla, cruiser, 3rd class, 1,410 tons, 1,400 h.p., 8 guns, Captain T. P. W. Neahan, Chefoo.
 Swift, gun-vessel, 2nd class, 750 tons, 1,010 h.p., 5 guns, Commander A. C. H. Bromley, Yokohama, re-commissioning.
 Tweed, gunboat, Coast Defence, 3rd class, 365 tons, 340 h.p., 3 guns, Boatwain J. M. Shea, Hongkong, in reserve.
 Victor Emmanuel, receiving ship, 5,157 tons, 20 guns, Commodore W. H. Maxwell, A.D.C., Hongkong.
 Wivenhoe, Coast Defence ship (armoured), 2,750 tons, 2,450 h.p., 4 guns, Gunner D. W. Hawkins, Hongkong, in reserve.
 Wanderer, sloop, 925 tons, 750 h.p., 4 guns, Commander G. A. Giffard, Yokohama, re-commissioning.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Zambesi	Vancouver	August 10th	Adamson, Bell & Co.
Patroclus	Liverpool	August 12th	Butterfield & Swire.
Maria Teresa	Trieste	August 13th	Austro-Hung. Lloyd's Co.
Melbourne	Marseilles	August 14th	Messageries Maritimes.
Waverley	Singapore	August 15th	Adamson, Bell & Co.
Port Adelaide	Vancouver	August 18th	Adamson, Bell & Co.
Kashgar	Bombay	August 24th	P. & O. S. N. Co.
Parthia	Vancouver	August 29th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Mirapore	P. & O. S. N. Co.	Aug. 11th, at noon.
London, via Suez Canal	Sarpedon	Butterfield & Swire.	Aug. 11th, daylight.
Marseilles, via Saigon, Calcutta, & Ports of Call.	Iraoudy	Messageries Maritimes.	Aug. 16th, at noon.
Trieste, via Straits, &c.	Bayern	Melchers & Co.	Aug. 30th, at 10 a.m.
San Francisco, via Y'hama	Maria Teresa	Austro-Hung. Lloyd's Co.	Aug. 18th, at noon.
Vancouver, B.C., via K., &c.	Gaelic	Pacific Mail S. S. Co.	Aug. 20th, at 3 p.m.
Sydney, Melbourne, &c.	Batavia	O. & O. S. S. Co.	Aug. 18th, at 3 p.m.
New Zealand Ports	Tannadice	Adamson, Bell & Co.	Aug. 16th, at 3 p.m.
Singapore, Penang, &c.	Mogul	Gibb, Livingston & Co.	To-morrow, at 4 p.m.
Nagasaki, Kobe, &c.	Stura	Butt. field & Swire.	Aug. 11th, at 4 p.m.
Canton, &c.	Cardiganshire	Adamson, Bell & Co.	Aug. 12th, at noon.
Shanghai	Soochow	Butterfield & Swire.	To-morrow, at 4 p.m.
Shanghai, Kobe, &c.	Ningpo	Siemens & Co.	About August 15th.
Shanghai, via Amoy	Melbourne	Messageries Maritimes.	August 14th.
Haiphong	Patroclus	Butterfield & Swire.	To-morrow, daylight.
Coast Ports	Clara	A. R. Marty.	To-morrow, at noon.
	Hailong	Douglas Laprak & Co.	

Intimations.

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